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Message Text

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43
ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-04 INR-07 L-03

NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15 USIA-06 SAM-01

ACDA-05 IO-10 SAJ-01 EB-07 FAA-00 DOTE-00 /081 W
---------- 021158
R 071640Z OCT 75
FM USMISSION USBERLIN
TO AMEMBASSY BONN
INFO SECSTATE WASHDC 1513
AMEMBASSY BERLIN UNN
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS

C O N F I D E N T I A L USBERLIN 2032

E.O. 11652: GDS
TAGS: PGOV, PFOR, EAIR, WB, FR, UK, US
SUBJECT: POSSIBLE REDUCTION IN TRAFFIC IN SOUTH CORRIDOR

1. SUMMARY: PAN AM CONTEMPLATING SHIFTING ITS STUTTGART AND MUNICH FLIGHTS FROM SOUTH TO CENTER CORRIDOR. MISSION EXAMINING ACCESS CONSEQUENCES OF IMPLEMENTING THIS IDEA. END SUMMARY:

2. BY NOTICE TO AIRMEN (NOTAM) ISSUED OCT 6, PAN AM ANNOUNCED IT WOULD BEGIN OCT 7 TO OPERATE ALL STUTTGART AND MUNICH FLIGHTS VIA CENTER RATHER THAN SOUTH CORRIDOR AS HAS BEEN PAST PRACTICE BUT AT MISSION'S REQUEST THIS CHANGE POSTPONED. THERE ARE 24 FLIGHTS PER DAY INVOLVED AND SHIFT WOULD MEAN THAT NEARLY TWO-THIRDS OF AIR TRAFFIC TO AND FROM BERLIN WOULD THEN FLOW THROUGH CENTER CORRIDOR WITH REMAINDER BEING DIVIDED BETWEEN SOUTH AND NORTH CORRIDORS (23 PERCENT AND 14 PERCENT RESPECTIVELY). ACCORDING PAN AM'S BERLIN DIRECTOR, SUGGESTION WAS MADE SOLELY FOR REASONS OF PASSENGER COMFORT. COSTS OF SOUTH VS. CENTER CORRIDOR
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FLIGHT ABOUT EQUAL. ADVANTAGE OF CENTER CORRIDOR TO PASSENGER

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IS THAT HE MUST ONLY BOUNCE ALONG AT LOW ALTITUDES FROM 108 MILES RATHER THAN 180 MILES IN SOUTH CORRIDOR.

3. WE SEE TWO POSSIBLE PROBLEM AREAS RESULTING FROM PAN AM'S IDEA. PAN AM'S REDUCTION IN FLYING IN SOUTH CORRIDOR, BY STIMULATING OTHER BERLIN CARRIERS TAKE SIMILAR ACTION TO MEET COMPETITION, MIGHT EVENTUALLY LEAD TO SITUATION WHERE ONLY SOUTH CORRIDOR FLIGHTS ARE 3-4 MILITARY FLIGHTS DAILY. SOVIETS COULD THEN QUESTION NECESSITY OF SOUTH CORRIDOR PERHAPS ALLEGING AIR SAFETY REASONS AS JUSTIFICATION FOR LIMITING ALLIED TRAFFIC TO TWO OTHER CORRIDORS. SECOND PROBLEM IS DIVISION OF WORK IN BASC. WITH SHIFT OF PAN AM TRAFFIC OVER 80 PERCENT OF INBOUND AND OUTBOUND FLIGHTS WOULD BE HANDLED BY BRITISH ELEMENT. THIS MIGHT POSE SOME DIFFICULTIES IF QUADRIPARTITE BASCERY TURNS INTO ANGLO-SOVIET DIALOGUE.

4. WE WILL BE EXAMINING THESE QUESTION HERE IN GREATER DETAIL WITH AIRLINES AND ALLIES.GEORGE

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